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and  
Office of Information and Regulatory  
Affairs, Office of Management and  
Budget, Attention: Desk Officer for  
EPA, 725 17th Street, NW,  
Washington, DC 20503.

Dated: October 26, 1999.

**Richard T. Westlund,**

*Acting Director, Regulatory Information  
Division.*

[FR Doc. 99-28504 Filed 10-29-99; 8:45 am]

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## ENVIRONMENTAL PROTECTION AGENCY

[AZNV017-FOI; FRL-6467-9]

### Inadequacy Status of Submitted State Implementation Plans for Transportation Conformity Purposes

**AGENCY:** Environmental Protection  
Agency (EPA).

**ACTION:** Notice of inadequacy  
determination.

**SUMMARY:** In this document, Region IX is augmenting the national list of adequacy determinations for State Implementation Plans (SIP) submittals for transportation conformity purposes as identified in 64 FR 31217-31219 (June 10, 1999). This notice describes a finding of inadequacy for the PM<sub>10</sub> attainment submittals with respect to emissions budget criteria for Clark County, Nevada and Yuma County, Arizona.

**DATES:** These budgets are effective November 16, 1999.

**FOR FURTHER INFORMATION CONTACT:** Karina O'Connor, U.S. EPA, Region IX, Air Division AIR-2, 75 Hawthorne Street, San Francisco, CA 94105; (415) 744-1247 or [oonconnor.karina@epa.gov](mailto:oonconnor.karina@epa.gov).

**SUPPLEMENTARY INFORMATION:**

#### Background

Transportation conformity is required by section 176(c) of the Clean Air Act. EPA's conformity rule, 40 CFR Part 93, requires that transportation plans, programs, and projects conform to state air quality implementation plans and establishes the criteria and procedures for determining whether or not they do.

Conformity to a SIP means that transportation activities will not produce new air quality violations, worsen existing violations, or delay timely attainment of the national ambient air quality standards. The criteria by which we determine whether a SIP's motor vehicle emission budgets

are adequate for conformity purposes are outlined in 40 CFR 93.118(e)(4).

On March 2, 1999, the D.C. Circuit Court of Appeals ruled that submitted SIPs cannot be used for conformity determinations unless EPA has affirmatively found the conformity budget adequate through a process providing for public notice and comment. Where EPA finds a budget inadequate, it cannot be used for conformity determinations.

The new process for determining the adequacy of submitted SIP budgets is contained in a May 14, 1999, memo titled "Conformity Guidance on Implementation of March 2, 1999 Conformity Court Decision." EPA will be revising the conformity rule to codify this guidance. You can obtain this guidance at <http://www.epa.gov/oms/traq> from this website, click on the conformity button and look for "Adequacy Review of SIP Submissions for Conformity."

#### Status of Submitted Budgets

In Las Vegas, Nevada, the serious PM<sub>10</sub> attainment plan did not establish any PM<sub>10</sub> emission budgets for the annual or 24 hour PM<sub>10</sub> standard. Thus the plan does not contain emission budgets that are adequate for use in conformity determinations. In a letter dated July 12, 1999, from EPA to the Nevada Division of Environmental Protection, Region IX determined that the area's budgets are inadequate and we are publishing that finding in this notice.

In Yuma, AZ, the only submitted budgets for transportation conformity purposes pertain to the area's moderate attainment demonstration for the pollutant PM<sub>10</sub>. In a letter dated July 12, 1999, from EPA to the Arizona Department of Environmental Quality, Region IX determined that the area's budgets are inadequate and we are publishing that finding in this notice.

As stated in the May 14, 1999, guidance, EPA's adequacy review is not to be used to prejudge EPA's ultimate approval or disapproval of the submitted SIPs. Approvability of the two SIPs mentioned in this notice will be addressed in a future rulemaking.

Because both areas have performed certain other emissions analyses, their transportation programs may continue despite this finding of inadequacy regarding submitted budgets. Furthermore, the areas can continue to use these alternative emission analyses for future conformity determinations.

**Authority:** 42 U.S.C. 7401 *et seq.*

Dated: October 21, 1999.

**Laura Yoshii,**

*Acting Regional Administrator, Region IX.*

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## ENVIRONMENTAL PROTECTION AGENCY

[FRL-6467-2]

### State and Tribal Environmental Justice Grants Program; Request for Applications Guidance—FY 2000

#### Purpose of Notice

The purpose of this notice is to solicit applications from eligible candidates under the State and Tribal Environmental Justice (STEJ) Grants Program, sponsored by the U.S. Environmental Protection Agency, Office of Environmental Justice.

For FY 1998 and FY 1999, EPA awarded five STEJ grants each fiscal year totaling \$500,000 to (4) states and (1) tribe. Thus, there have been ten grants awarded totaling \$1,000,000. A list of the recipients and their project descriptions are provided in Appendix E.

For FY 2000, EPA expects to once again award a total of \$500,000 to states and tribes to demonstrate how to effectively address environmental justice issues. A maximum of \$100,000 will be awarded to each recipient, contingent upon the availability of funds. A total of five grants are expected to be awarded. The standard project and budget periods are for one year. The grantee can request that the project and budget periods be extended up to three years, with the total budget of \$100,000 provided during the first year. This guidance outlines the purpose, authorities, eligibility, and general procedures for application and award of the FY 2000 STEJ Grants.

The application must be postmarked no later than Friday, January 28, 2000.

#### Grants Program Overview

The STEJ Grants Program was created to provide financial assistance to state and tribal environmental departments that are working to address environmental justice issues, and to support efforts to establish environmental justice programs.

#### A. Program Goals

The STEJ Grants Program is intended to assist states and tribes in ultimately achieving the following environmental justice goals and objectives:

- Reduce or prevent disproportionately high and adverse